

## 2 EXISTING CONDITIONS

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The approximately 1,280-acre East Valley/680 Communities SNI planning area, located east of downtown San Jose, is generally bounded by Alum Rock Avenue to the north, Ocala Avenue to the south, King Road to the west, and South White Road to the east. It is comprised of ten residential neighborhoods, including: Arbuckle, Capitol-Goss, Cassell, Dobern, Dorsa, Lyndale, Nancy Lane, National Hispanic University, Ryan and Sierra.

### **A. Neighborhood Character and Land Use Characteristics**

The East Valley/680 Communities area generally consists of ten residential neighborhoods each organized around a school and/or park. Residences in the area are predominantly one-story, single-family houses. In many of the areas multiple families are living within the single family structures, thereby increasing the actual density of the area beyond what would normally be expected.

Multifamily developments are primarily located along major arterials. Typically, the on-street parking spaces in residential areas are parked full with cars. In addition, there are often multiple cars parked in the driveways of houses, and occasionally in the front yard. Commercial uses are mainly located along major arterials at the edges of the residential neighborhoods. Most of these commercial uses are auto oriented with the building set back from the street and the park-

ing in the front. Connections between the neighborhoods of the East Valley/680 Community, and to neighborhoods outside the Plan area are somewhat hampered by the barriers presented by major auto routes, including Interstate 680, Capitol Expressway, Capitol Avenue, Story, King and White Roads, and the PG&E transmission line alignment and Lower Silver Creek.

The Arbuckle neighborhood, which has an active neighborhood association, is generally bounded by Interstate 680 to the north, King Road to the west, South Jackson Avenue to the east, and Story Road to the south. It is a residential neighborhood that mainly consists of one-story, single-family homes, built during the 1940's and 1950's, in good condition with two-car garages fronting the street. Most of these homes have front yards and fences that delineate their properties. There is a newer development located at Alexis Court. This development consists of two-story, attached single-family stucco homes with red-tile roofs. There are multifamily apartments on Lido Way and Poco Way. The Poco Way apartments, built in 1997 by the Santa Clara County Housing Authority, are in very good condition. However, the two apartment buildings on Poco Way at Sunset are in poor condition and frequently cited by the Code Enforcement division due to hazardous living conditions and other issues. The apartments on Lido Way with an undistinguished, rectangular massing, show some signs of wear and deferred maintenance.

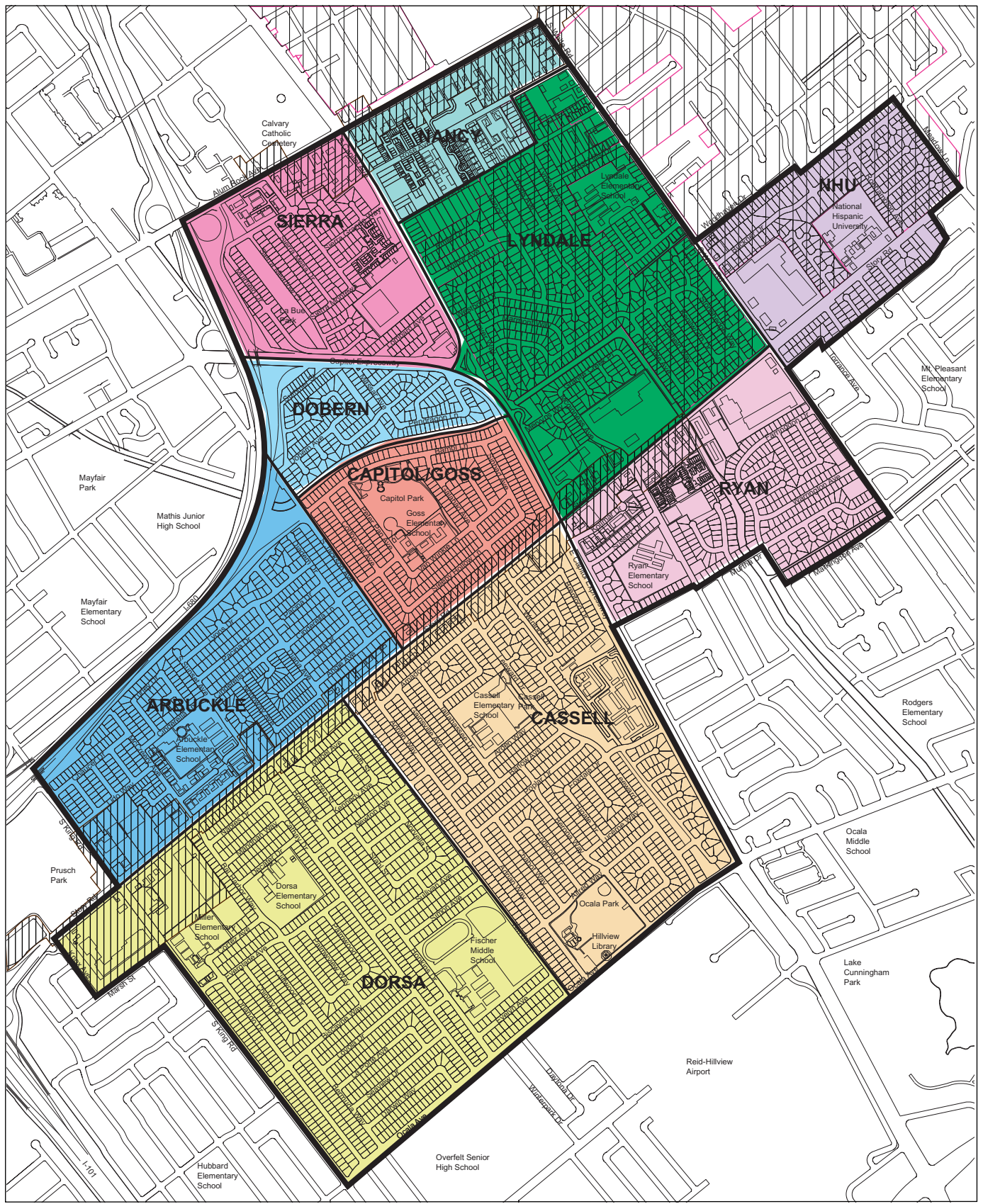
The Capitol-Goss neighborhood, which has an active neighborhood association, is generally bounded by Lower Silver Creek to the north, Capitol Expressway to the east, Story Road to the south and South Jackson Avenue to the west. It is a residential neighborhood that primarily consists of one-story, single-family homes with two-car garages fronting the street. Most of these homes, built during the 1950's and 1960's, have front yards with fence treatments. These homes are generally in good condition.

The Cassell neighborhood is generally bounded by Story Road to the north, Capitol Expressway to the east, Ocala Avenue to the south and Karl Street to the west. The neighborhood primarily consists of one story, single-family homes with two-car garages fronting the street. Most of the homes were built during the early 1960's. Many garages in the area have been converted to dwelling units. There are two-story, single-family homes and duplexes along the northern part of Leeward Drive and Barlow Avenue. The only multi-family development in this neighborhood is the Foxdale Apartments, which consist of two-story apartment buildings. The Foxdale apartments are generally in good condition. Some of the street trees in this neighborhood are tall, mature palm trees.

The Dobern neighborhood, which has an active neighborhood association, is generally bounded by Capitol Expressway to the north and east, Lower Silver Creek to the south and Interstate 680 and South Jackson Avenue to the west. Most

of the homes in this neighborhood were built during the 1950's and 1960's. The East Dobern neighborhood consists predominately of duplexes and single family homes. The duplex properties are segregated from the single-family homes and are located primarily within the western portion of the neighborhood. These duplexes are in fair to poor condition with many of the exteriors of these properties, particularly the garages, showing signs of wear and deferred maintenance. The single-family homes, located generally in the eastern and northern portion of the neighborhood, are one-story, single-family homes with two-garages fronting the street. These homes are generally in fair to good condition. One street, Summer Street, contains older single-family homes built in the early part of the last century.

The Dorsa neighborhood, which has an active neighborhood association, is generally bounded by Story Road to the north, Karl Street to the east, Ocala Avenue to the south and King Road to the west. Most of the homes in this neighborhood were built in the early 1960's. The residences primarily consist of one-story, single-family homes with a one-car garage or no garage and a carport fronting the street. Many garages in the neighborhood have been converted to dwelling units. There is a small area in the neighborhood, bounded by Karl Street, Mabel Avenue, Fritzen Street and Kennedy Avenue, which consists of two-story single-family homes and duplexes. These homes and duplexes are generally in good condition.



**FIGURE 2**



**Neighborhood Business District**



**Unincorporated Area**



**Neighborhood Boundary**

**EAST VALLEY / 680 NEIGHBORHOODS**

**STRONG NEIGHBORHOODS INITIATIVE**

**EAST VALLEY/680 COMMUNITIES NEIGHBORHOOD IMPROVEMENT PLAN**



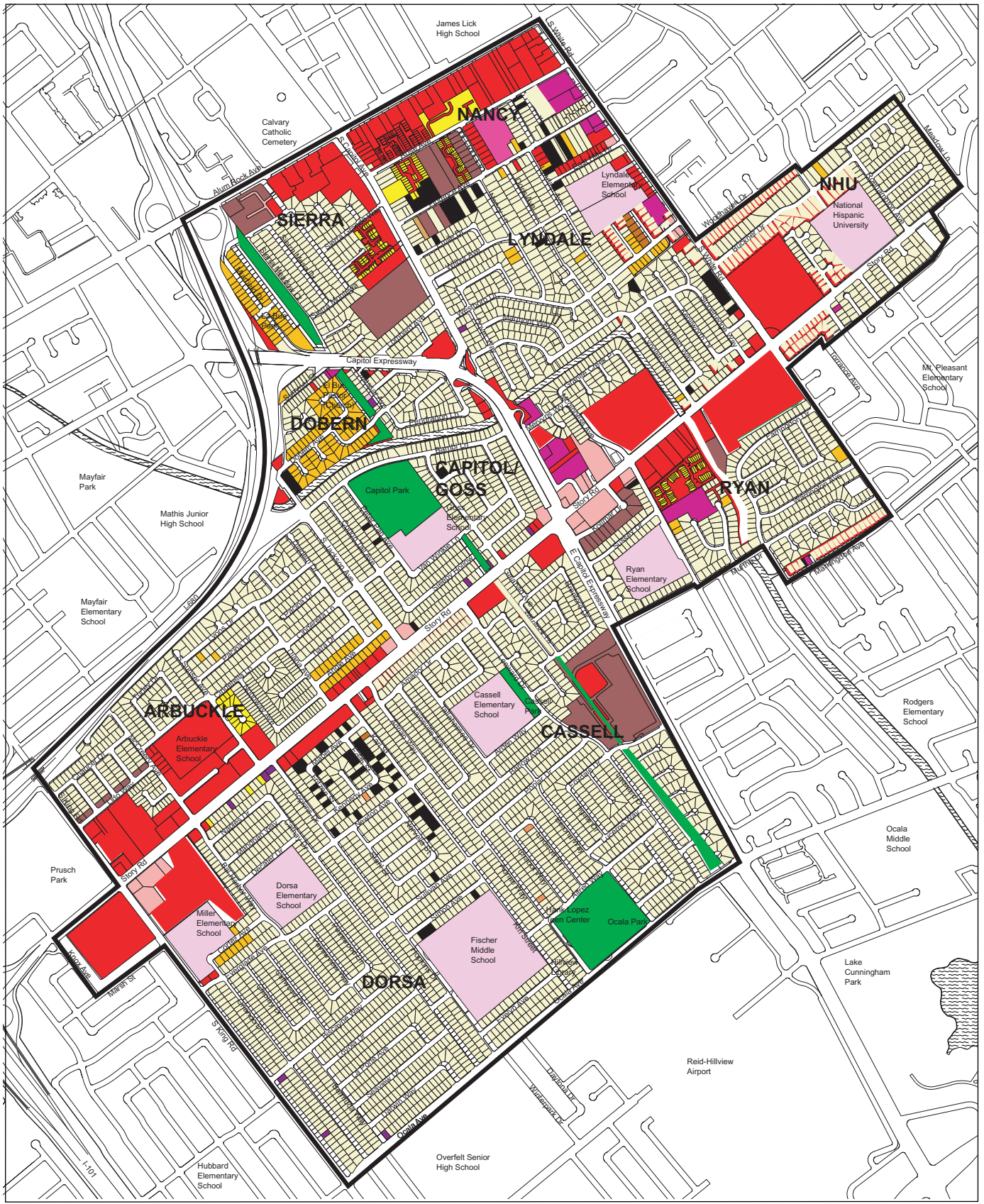


FIGURE 3

- |   |  |  |
|---|--|--|
| <span style="display: inline-block; width: 10px; height: 10px; background-color: #f4a460; border: 1px solid black;"></span> Retail                            | <span style="display: inline-block; width: 10px; height: 10px; background-color: #f4e1d3; border: 1px solid black;"></span> Single Family House (detached)   | <span style="display: inline-block; width: 10px; height: 10px; background-color: #e06699; border: 1px solid black;"></span> Public/Quasi Public Facility |
| <span style="display: inline-block; width: 10px; height: 10px; background-color: #f4a460; border: 1px solid black;"></span> Auto related                      | <span style="display: inline-block; width: 10px; height: 10px; background-color: #ffff00; border: 1px solid black;"></span> Single Family House (attached)   | <span style="display: inline-block; width: 10px; height: 10px; background-color: #008000; border: 1px solid black;"></span> Public Park or Open Space    |
| <span style="display: inline-block; width: 10px; height: 10px; background-color: #e06699; border: 1px solid black;"></span> Mixed use, Retail and Office      | <span style="display: inline-block; width: 10px; height: 10px; background-color: #f4c460; border: 1px solid black;"></span> Duplex                           | <span style="display: inline-block; width: 10px; height: 10px; background-color: #f4e1d3; border: 1px solid black;"></span> Public or Private School     |
| <span style="display: inline-block; width: 10px; height: 10px; background-color: #800080; border: 1px solid black;"></span> Mixed use, Retail and Residential | <span style="display: inline-block; width: 10px; height: 10px; background-color: #a0522d; border: 1px solid black;"></span> Multi-family (5+)                | <span style="display: inline-block; width: 10px; height: 10px; background-color: #ffffff; border: 1px solid black;"></span> Other                        |
| <span style="display: inline-block; width: 10px; height: 10px; background-color: #000080; border: 1px solid black;"></span> Office                            | <span style="display: inline-block; width: 10px; height: 10px; background-color: #000000; border: 1px solid black;"></span> Single Family with detached unit |  |

## EXISTING LAND USE



The Lyndale neighborhood, which has an active neighborhood association, is generally bounded by Florence and Rose Avenues to the north, South White Road to the east, Story Road to the south and Capitol Avenue to the west. A large portion of Lyndale is unincorporated. These unincorporated areas, or “urban pockets”, are lands within the City of San Jose’s urban service area (USAs) that remain under the County’s land use and general government authority, even though they are completely or substantially surrounded by lands annexed to the City of San Jose. The homes are primarily one-story, single-family homes with garages. Many of the garages in the neighborhood have been converted to dwelling units. Most of the area has very narrow sidewalks, or areas that have discontinuous, or no sidewalks at all, such as on East Hills Drive and portions of Florence Avenue. Most of the homes are over 40 years old and in moderately good condition with well-maintained front yards. Some homes, particularly along East Hills Drive, and Florence and Lyndale Avenues south of Highwood Avenue are in disrepair.

The Nancy Lane neighborhood, which is forming a neighborhood association, is generally bounded by Alum Rock Avenue to the north, South White Road to the east, Florence Avenue to the south and Capitol Avenue to the west. Most of the homes in this area are over 40 years old. This neighborhood is a mix of one-story, single-family homes with two-car garages and multifamily apartments. All of the multifamily

developments are located along Florence and Rose Avenues and the northern portion of Nancy Lane. Many of them, such as the Colonnade Square and the Milagro are well-designed and have architectural features that contribute to the streetscape.

The National Hispanic University (NHU) neighborhood, which working on is forming a neighborhood association, is generally bounded by Woodhaven Drive to the north, Meadow Lane to the east, Arthur Avenue to the south and South White Road to the west. This neighborhood is mostly unincorporated urban area, with the exception of the properties south of Story Road. There is a large commercial shopping area at the intersection of South White and Story Roads. The National Hispanic University is also located in this neighborhood. Most of the homes in this neighborhood consist of one-story, single-family homes with two-car garages. Most of these homes were built during the 1950’s and are generally in good condition.

The Ryan neighborhood, which working on is forming a neighborhood association, is generally bounded by Story Road to the north, South White Road to the east, Murtha Drive to the south and Capitol Expressway to the west. Lower Silver Creek bisects the neighborhood. The neighborhood primarily consists of one-story, single-family homes with two-car garages fronting the street. Most of these homes were built during the mid-1950’s through the early 1960’s, and are generally in good condition. This

neighborhood also contains multifamily developments that are located on Kollmar Drive and McGuinness Avenue. The exterior of the two-story apartment buildings on Kollmar Drive show signs of wear. The massing of these buildings is rectangular and box-like without any decoration. The massing and orientation of the buildings do not positively contribute to the streetscape.

The Sierra neighborhood, which recently formed an active neighborhood association, is generally bounded by Interstate 680 to the west, Alum Rock Avenue to the north, Capitol Avenue to the east and Capitol Expressway to the south. Most of the residential areas consist of one-story, single-family homes with two car garages and front yards with fence treatments. Most of these homes were built during the mid-1950's through the early 1960's, and are generally in good condition. There are multifamily developments along Murfield Drive. There is a new housing project currently being constructed along South Capitol Avenue, which will consist of affordable multi-family and senior housing as well as a park and ride lot for the Light Rail extension.

East Valley/680 Communities contains seven elementary schools, Arbuckle, Cassell, Dorsa, Goss, Lyndale, Miller (in the Dorsa neighborhood), and Ryan Elementary Schools; one middle school, the Clyde Fischer Middle School; and one university, the National Hispanic University. In addition, the Overfelt Senior High School on Ocala Avenue, the James Lick High

School on Capitol just north of Alum Rock Avenue, and the Lee Mathson Middle School on Kammerer Avenue are located just outside of the study area's boundaries.

There are five public parks, one public library, and one community center, the Hank Lopez Teen and Senior Center, which are described in more detail below in the Parks and Recreation and Community Facilities section. The Foothill Community Policing Center was recently opened in the commercial area at the southwest corner of King and Story Roads.

Almost all of the commercial uses in and adjacent to the study area are located along major arterials, including Story Road, King Road, South White Road, Alum Rock Avenue, South Jackson Avenue, Capitol Avenue and Capitol Expressway. Portions of Alum Rock Avenue and all of Story Road within the study area are designated as neighborhood business districts by the City of San Jose's Redevelopment Agency. There is an active group of merchants involved in the Story Road Business Association which meets regularly to coordinate improvements and discuss issues pertaining to business operations along the Story Road corridor. Members of the association actively participated in the creation of this plan.

There are major nodes of commercial uses in the study area. These include three shopping centers located at the intersection of King and Story Roads. The Mi Pueblo Supermarket and



the Tropicana Shopping Center at this intersection are considered to be regional shopping attractions. There is also the southeast corner of King and Story Roads, known as the “Homebase site”, which will be developed with a shopping center. Other nodes include Capitol Expressway at Story Road and Alum Rock at Capitol Avenue. All of the areas adjacent to the intersection of King and Story Roads, except for the northwest corner where Emma Prusch Park is located, are currently the focus of efforts by the City’s Redevelopment Agency.

## **B. General Plan Designations and Zoning Districts**

The City of San Jose has two land use tools that govern the type and character of development within the City’s jurisdiction. These tools are the City’s General Plan and Zoning Regulations. The General Plan assigns land use designations to each parcel of land. These designations dictate the general types and intensities of new development or redevelopment that will be allowed at each location. The Zoning Ordinance more specifically regulates development standards for property, such as building setbacks and massing and off street parking requirements, and regulates, more specifically, what uses are permitted on a given property. It should be noted that the General Plan Land use designations are not always consistent with the existing zoning of property. Where the General Plan Land use designation and the zoning for a property are not con-

sistent, the General Plan Land use designation takes precedence and dictates the allowed use and intensity for new development or redevelopment.

Within the East Valley/680 Communities area, the General Plan and the Zoning are, for the most part, consistent with one another and reflect and are consistent with the existing pattern of development. For example, the portions of the Plan area that contain single family homes are zoned for single family uses, and are designated by the General Plan Medium Low Density Residential, which allows 8 dwelling units to the acre, a typical single family density in the City of San Jose. The portions of the Plan area that contain multi-family development are generally zoned for multi-family uses and are designated by the General Plan for residential uses at a density range that reflects the existing residential density of a given property.

## **C. City and County Relationship**

As discussed above, a majority of the Lyndale and National Hispanic University neighborhoods consist of unincorporated areas. These unincorporated areas, or “urban pockets”, are lands within the city urban service area (USAs) that remain under the County’s land use and general government authority, even though they are completely or substantially surrounded by lands annexed to the City of San Jose. Since the early 1970s, it has been the policy in Santa Clara

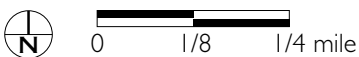
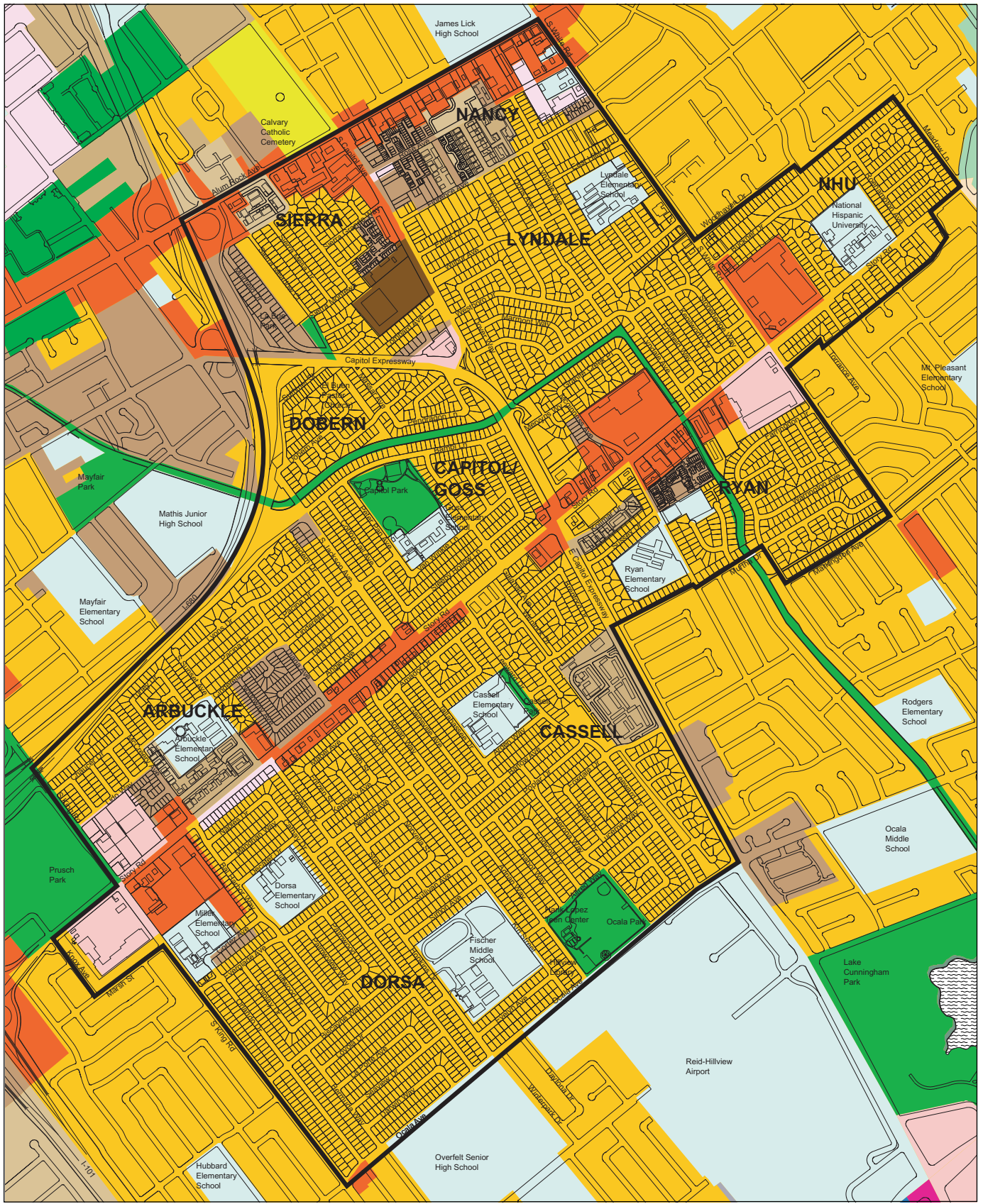


FIGURE 4

- |                                   |   |                          |
|-----------------------------------|---|--------------------------|
| Public/Quasi-Public               | Medium Density Residential (8-16 DU/AC)       | Private Open Space       |
| Office                            | Medium High Density Residential (12-25 DU/AC) | Public Park & Open Space |
| Neighborhood/Community Commercial | Transit Corridor Residential (25-55 DU/AC)    |                          |
| General Commercial                |   |                          |

## GENERAL PLAN DESIGNATIONS

## STRONG NEIGHBORHOODS INITIATIVE

EAST VALLEY/680 COMMUNITIES NEIGHBORHOOD IMPROVEMENT PLAN



# Valley/680 Communities

## Zoning Districts

- .....Open Space
- .....Agricultural
- 3 } .....Single-Family Residential
- 5 }
- 2 }
- 1 }
- .....Two-Family Residential
- .....Multi-Family Residential
- RR.....Rural Residential
- H.....Mobilehome Residential
- .....Commercial Office
- .....Commercial Pedestrian
- .....Commercial Neighborhood
- .....Commercial General
- .....Industrial Park
- .....Light Industrial
- .....Heavy Industrial
- .....Planned Development  
(overlay district that is combined with one of the conventional zoning districts listed above, that allows any specifically approved use or uses)

## Zoning Labels (Sample)

- ).....Zoning District
- ).....Zone Change File Number  
(e.g., PDC93-08-050)
- DU/A.....Approved Residential Density  
(dwelling units per acre)

## Map Legend

- .....Zone District Boundary
- .....Historic District Boundary  
(work requires Planning permit)
- .....Historic City Landmark  
(work requires Planning permit)

NORTH

Scale: 1" = 1,300'  
Prepared by the Department of Planning,  
Building & Code Enforcement  
Planning Services Division  
April 19, 2001

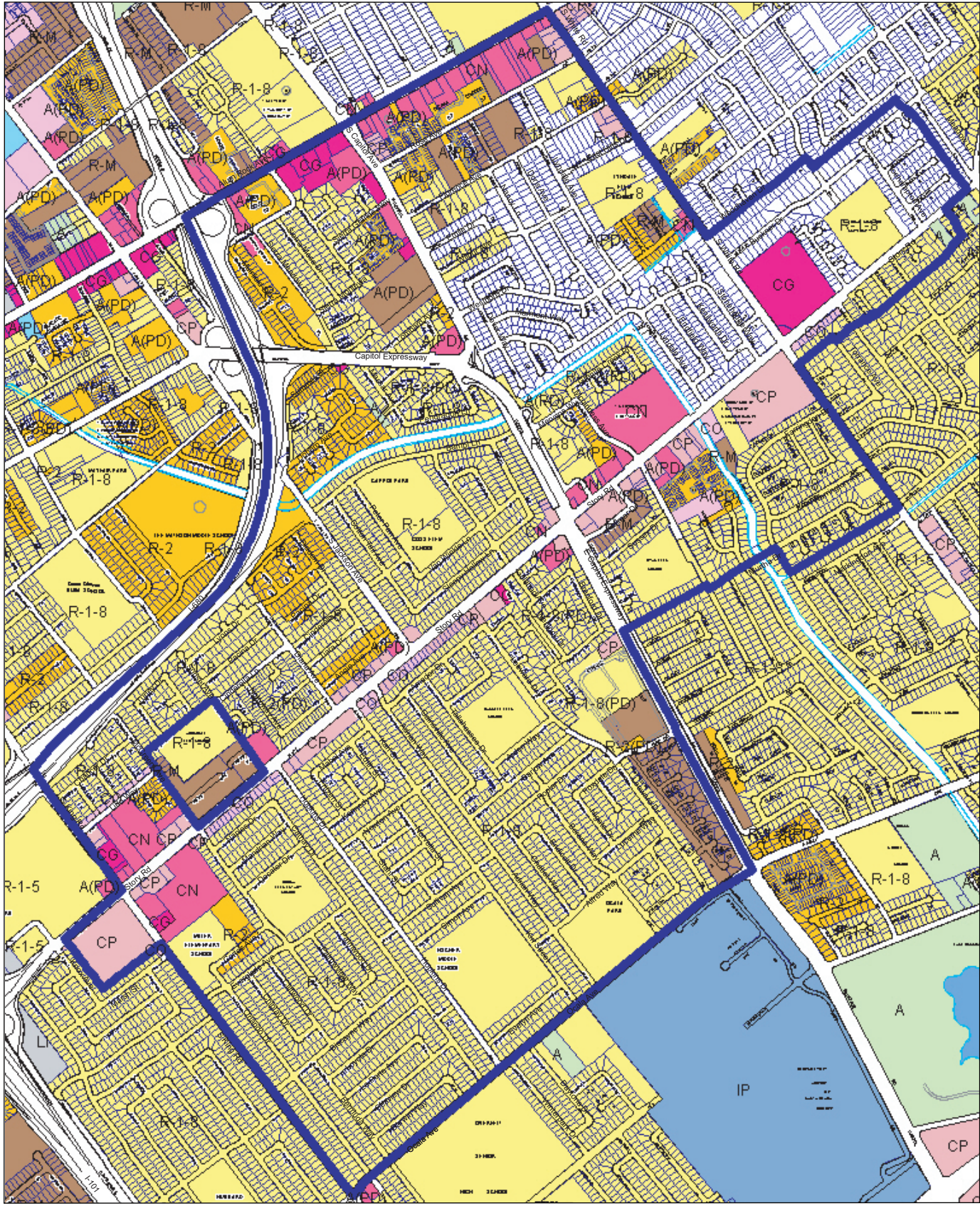


FIGURE 5

## ZONING DESIGNATIONS

- |   |   |                        |                                  |
|---|---|------------------------|----------------------------------|
| Commercial Office<br>(R-1, R-2, R-5, R-8) | Single Family Residential<br>(R-1, R-2, R-5, R-8) | Industrial Park        | County Zoning<br>R-1 Residential |
| Commercial Pedestrian                     | Two Family Residential (R-2)                      | Light Industrial       |                                  |
| Commercial Neighborhood                   | Multi-Family Residential (R-M)                    | Agriculture/Open Space |                                  |
| Commercial General                        |   |                        |                                  |

\*PD - overlay district that is combined with any of the zoning districts listed above that allows any specifically approved use or uses

STRONG NEIGHBORHOODS INITIATIVE  
EAST VALLEY/680 COMMUNITIES NEIGHBORHOOD IMPROVEMENT PLAN



County that urban development should occur within the cities and that cities should be responsible for planning and providing services to development within their urban service areas.

The 1994 County General Plan reiterates that unincorporated urban pockets should eventually be annexed to their surrounding cities. Arguments often presented supporting this view are that annexation would help ensure that these areas are better integrated with the surrounding city, services are more efficiently provided to these areas and residents are able to participate in the elections of city council representatives whose decisions have the greatest impact on their communities.

The question of whether or not to annex to the City of San Jose is a question that will be addressed outside of the Strong Neighborhoods Initiative process by the residents of these unincorporated urban pockets.

Normally, in California, annexation of lands to cities must be approved by the Local Agency Formation Commission (LAFCO). However, the California State Legislature has enacted special legislation applicable in Santa Clara County that provides for city-conducted annexations. This allows the cities, rather than LAFCO, to conduct public hearings and approve annexation of unincorporated lands within their urban service area (USA) boundaries, subject to certain findings. The County has an Urban Pockets Program to provide information to residents and

property owners about the annexation process and the potential impacts of annexation.

### **D. East Dobern/Capitol-Goss Neighborhood Revitalization Plan**

The East Dobern/Capitol-Goss Neighborhood Revitalization Area is the final neighborhood that was designated by the City Council for the development of a Neighborhood Revitalization Plan. The development of Neighborhood Revitalization Plans for selected neighborhoods was part of the City's overall Neighborhood Revitalization Strategy (NRS), an effort introduced in the spring of 1997 to coordinate and deliver services to neighborhoods that needed special or additional assistance to improve their living conditions. The purpose of a Neighborhood Revitalization Plan is to identify which issues detract from the quality of life in a given neighborhood and then to develop a long term, comprehensive approach to revitalization that is tailored to the specific needs of that neighborhood.

Although the East Dobern and Capitol-Goss neighborhoods are located within the East Valley/680 Communities SNI area, it was decided to proceed with the East Dobern/Capitol-Goss NRS plan, but in abbreviated form. This abbreviated plan (see Appendix H) focuses first on identifying neighborhood assets, issues, and needs, and secondly on the expenditure of the \$600,000 in discretionary funds allocated to the East Dobern/Capitol-Goss community by the



City Council as part of the former Neighborhood Revitalization Plan program. These discretionary funds are intended to fund one-time improvements identified by the community. Issues and needs that were identified as part of this abbreviated plan process, but are not specifically addressed within it, are addressed in the East Valley/680 Communities the Strong Neighborhoods Initiative plan (this document).

### E. Transportation Characteristics

The East Valley/680 Communities SNI area is bounded and intersected by major arterials, a freeway and an expressway. To the north, south, east and west, the area is generally bounded by Alum Rock Avenue, Ocala Avenue, South White Road and King Road, respectively. Story Road runs east-west through the center of the area, while Capitol Avenue and Capitol Expressway intersect the area in a north-south direction. The area has good access to two freeways: Interstate 680 forms the northwestern boundary of the area; and Interstates 101 and 280 are easily accessed from Story and King Roads, respectively.

There are a number of Valley Transportation Authority (VTA) bus routes that operate in the East Valley/680 Communities area. Express bus route 503 runs along Capitol Avenue, which travels between Eastridge and Palo Alto. There are two “limited-stop” buses that run along Capitol, Limited Routes 321, which travels between

Eastridge and Lockheed and 345, which travels between Eastridge and Mountain View. Seven fixed bus routes making local stops also run through East Valley/680 Communities, including:

- Route 12 Eastridge - San Jose Civic Center, via the Flea Market
- Route 22 Eastridge - Palo Alto/Menlo Park via Downtown San Jose (the heaviest traveled in the County)
- Route 70 Capitol Station - Milpitas
- Route 77 Milpitas - Evergreen College
- Route 71 Eastridge - Milpitas
- Route 25 San Jose - De Anza College
- Route 300 (local express) Palo Alto - Alum Rock & White Roads.

Since densities in East Valley/680 Communities are relatively low, it would be difficult to effectively run additional bus service in most parts of the planning area.

The VTA is in the process of constructing additional light rail lines and bus improvements in the City of San Jose. The Capitol Line, which is currently under construction, will terminate just south of Alum Rock on S. Capitol Avenue. This line will provide residents of this area with direct Light Rail connection to the numerous jobs in North San Jose, Santa Clara, Sunnyvale, and

## 2: EXISTING CONDITIONS

Mountain View. This line is expected to be running by early 2004.

As part of its Downtown/East Valley Transit Improvement Plan, the VTA is planning to build a light rail line along Capitol Expressway from the Capitol Light Rail Line (currently under construction) to the Guadalupe Light Rail Line (existing), as shown in Figure 6. The proposed light rail line alignment extends from Downtown San Jose along Santa Clara Street and Alum Rock Avenue to the Capitol Light Rail Line at the Alum Rock Station. Proposed light rail improvements will also extend further south along Capitol Expressway to Eastridge Mall, and continue

down Capitol Expressway across Monterey Highway, finally connecting to the existing light rail line on the Guadalupe Line (Route 87). As part of this project, Bus Rapid Transit would run on Monterey Highway from Downtown to the Santa Teresa Light Rail Station on the Guadalupe Line.

Currently, this project is in the conceptual engineering phase, which will be completed in spring 2002. During conceptual engineering, different alternatives regarding operations of the light rail and bus improvements are being explored. This includes decisions about the location and design of light rail stations and bus rapid transit stops along Monterey Highway, the frequency a train or bus will come to a station, or whether or not park and ride lots will be built at stations. Specific modifications to existing roadways and driveways, on-street parking, sidewalks and bike lanes will also be studied. VTA is working with its design team to introduce “community oriented design enhancements.” These enhancements could include special treatments for major stations (such as artistic elements built into the stations, additional sidewalks, crosswalks at key locations, landscaping and lighting). There are opportunities for the residents of East Valley/680 Communities to work with the VTA and contribute to station and streetscape design decisions as the light rail and bus rapid transit planning process continues. Downtown East Valley lines will open as early as 2008. One of the greatest desires expressed by community residents is for construction of pedestrian over-cross-



Figure 6: Proposed Rail and Bus Rapid Transit Improvements

ing to allow movement across Capitol Expressway at key locations. Additionally, it is hoped that soundwalls along Capitol Expressway will be built as part of the Light Rail project as well.

#### *Traffic and Pedestrian Safety*

Traffic and pedestrian safety is an important issue to the residents of East Valley/680 Communities. Many community members report that there are high volumes of cut-through traffic on residential streets as drivers try to bypass traffic controls or congested segments of the Expressways by using residential streets. The combination of speeding and driver's ignoring stop signs make it difficult for pedestrians, especially children, to travel safely through the area. The NAC and the community expressed the need for additional traffic control measures to enhance safety for pedestrians.

#### *Parking*

Residents report that there is a lack of on-street parking, particularly in the Dorsa, Capitol-Goss, Arbuckle, Sierra, Lyndale and Nancy Lane neighborhoods. This lack is probably due in part to abandoned vehicles taking up on-street parking spaces. Also, some apartment buildings in the area may not provide enough parking spaces for their residents. The parking provided may meet City parking standards, but is not sufficient for the actual population in the area. In addition, to the extent that there is overcrowding in single-family homes in this area, it would be a major contributor to excessive on-street parking.

## **F. Demographics**

### *1. Population, Race and Ethnicity*

In 2000 there were approximately 37,986 residents in East Valley/680 Communities. The ethnic composition of the area in 2000 was the following: 25.4% was white, 22.7% was Asian, 3.2% was African American and 1.2% was Native American. Forty-three percent of the population categorized themselves as "Some Other Race Alone" and 4.9% were self-reported as "Two or More Races". Approximately 66.9% of the East Valley/680 Communities population was Hispanic or Latino. The total population of San Jose in 2000 was 894,943. In 2000 the city's residents had the following ethnic composition: 47.5% was white, 27.3% was Asian, 3.5% was African American and 0.4% was Native American. Sixteen percent of San Jose's population categorized themselves as "Some Other Race Alone" and 4.6% were self-reported as "Two or More Races". Slightly less than one-third of the population of the City of San Jose as a whole was Hispanic or Latino.

### *2. Households*

In 2000, the average household size in East Valley/680 Communities was 4.73 persons per household. This is higher than the overall 3.2 average household size in San Jose.

### *3. Age*

Relative to the city of San Jose as a whole, the East Valley/680 Communities SNI area has pro-

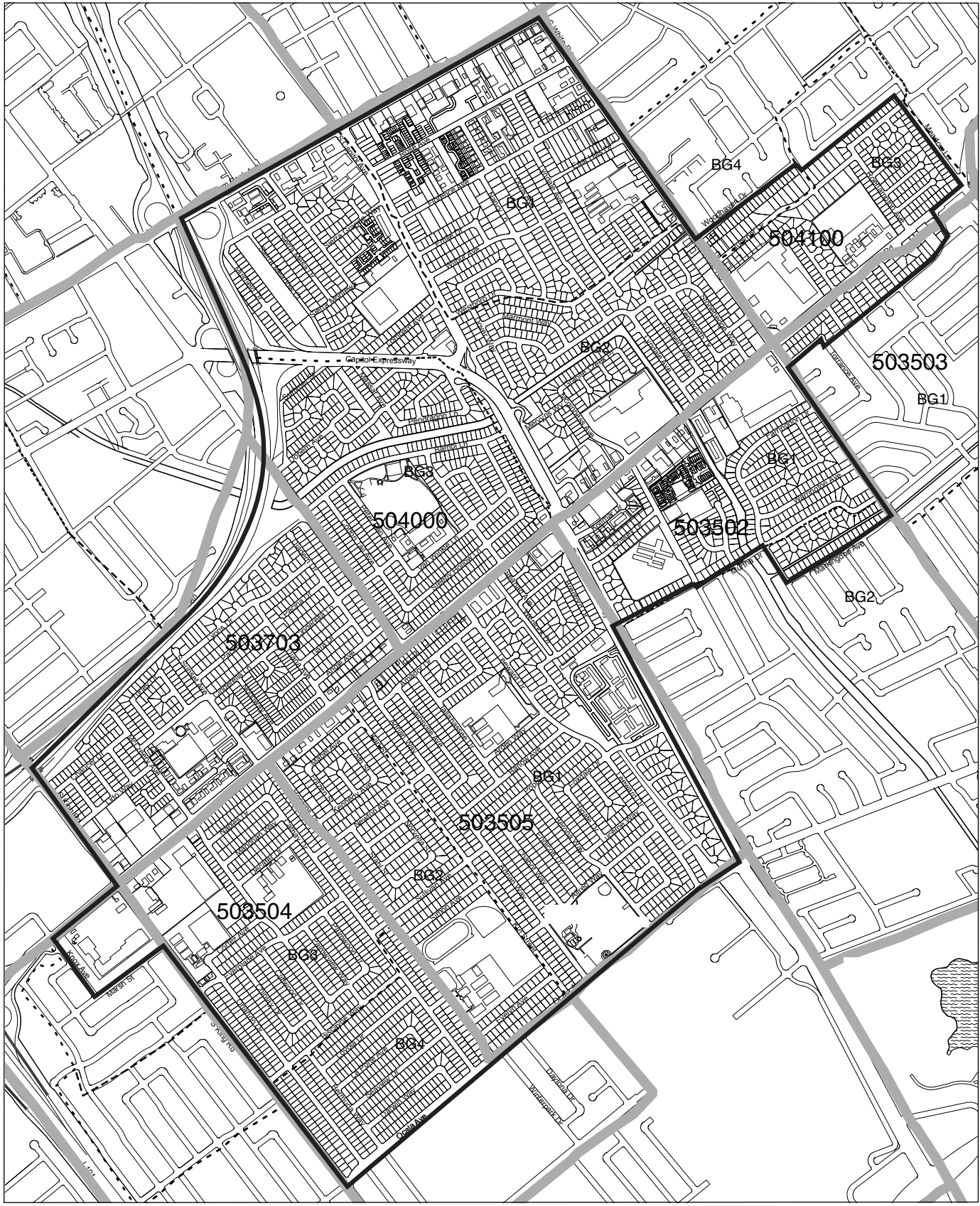


FIGURE 7

- Study Area Boundary**
- Census Tracts**
- Census Block Groups**

# CENSUS TRACTS AND BLOCK GROUPS



portionally more children in 2000. In 2000, 33.9% of the population of East Valley/680 Communities were under 18 years of age, as compared with 30% of the city's population. East Valley/680 Communities had proportionally fewer adults aged 65 years and older than the city of San Jose in 2000. Only 6.6% of the SNI area's population fell into this age bracket, as compared to 8% of the city's total population.

#### 4. *Income*

In 2000, the residents of East Valley/680 Communities had a median household income of \$72,411 as compared to \$73,804 for the city of San Jose as a whole.

#### 5. *Rents*

In 2000, the multi-family average rent for the East Valley/680 Communities SNI area was \$1,421. This was comparable to the citywide multi-family average rent of \$1,704.

The single-family median housing sales price in the East Valley/680 Communities SNI area was \$280 per square foot in 2000. The single-family median housing sales price in the city of San Jose was \$295 per square foot.

#### 6. *Tenure*

Overall, 63% of the housing units in the East Valley/680 Communities were owner-occupied in 2000. The city of San Jose had a owner-occupancy rate of 62%.

#### 7. *Education*

The East Valley /680 Communities SNI area had a higher proportion of residents with a high school diploma or lower than the city of San Jose as a whole in 2000. Approximately 72.8% of East Valley/680 Communities' population had a high school diploma or lower, as compared to 43.2% of the city's population. Approximately 20.4% of the population of East Valley/680 Communities had some college or associate degree in 2000, as compared with 31.5% of the city as a whole. Only 6.9% of the residents of East Valley/680 Communities held a bachelor's or graduate degree or higher in 2000. In the city as a whole, 25.3% of the population held a bachelor's degree or higher.

### G. **Infrastructure Conditions**

This section describes the condition of the public infrastructure in the study area, including streets, sidewalks, curbs and gutters, street trees and lighting.

The condition of the curbs, gutters and sidewalks in East Valley/680 Communities is variable. In some areas, tree roots have damaged sidewalks and curbs. Many of the curbs throughout the East Valley/680 Communities SNI area lack handicap accessible curb cuts. This makes access to sidewalks more difficult for disabled and elderly residents, and people pushing baby carriages. Both the City and County require property owners to maintain the sidewalks, parking

strips, curbs and gutters adjacent to their properties. The City of San Jose has a grant program to reimburse eligible property owners for the cost of sidewalk repairs. While the County does not have an official reimbursement program, it has applied for and been awarded State and Federal grants for this kind of improvement in the past for other areas.

Many of the residential areas have street trees. There are many areas where trees have caused sidewalk damage and/or need to be replaced. Street trees are planted in the park strip of the sidewalk, and as such, are also considered to be the responsibility of the owner of the property that fronts that portion of the sidewalk. The City and County will remove a dead tree if it poses a threat to health and safety.

In general, the condition of the streets in the East Valley/680 Communities is fair. However, there are also some areas where residents reported that street paving repair is needed, such as on Cotton Tail Avenue and Sleepy Hollow Lane in the Capitol-Goss neighborhood, and Florence Avenue, Marmont Way and Endfield Way in the Lyndale neighborhood.

Much of the East Valley/680 Communities area has cobra-head street lighting. Residents in nearly all of the ten residential neighborhoods that comprise East Valley/680 Communities have reported that improved or new street lighting is needed. Pedestrian-scaled street lighting would

be preferred to the cobra-head street lights to improve the appearance of the streetscape.

Some community members raised concerns about flooding in the area relating to Lower Silver Creek and potentially the City's storm drainage system. The source of the flooding could either be due to a lack of capacity in the City's storm drainage system, the capacity of the Lower Silver Creek channel itself, or a combination of both. An analysis of the capacity of the City's storm drainage system was conducted for this Plan. It did not reveal any deficiencies in terms of the capacities it was designed to accommodate. Inadequate capacity in the creek could be due to the size of the channel and/or the presence of significant obstructions (e.g. trash) in the creek.

Currently, Lower Silver Creek does not have the capacity to accommodate the 100-year storm event. The Santa Clara Valley Water District (SCVWD) is planning to construct improvements to Lower Silver Creek that will increase its capacity to be able to carry the flows of a 100-year storm. Once this project is completed, it is expected that the community will not experience flooding problems related to the creek, provided that the creek is kept free of garbage and other debris. The location and a cross-section of the SCVWD's planned improvements to Lower Silver Creek in the study area are shown in Figures 8 and 9 on the opposite page.

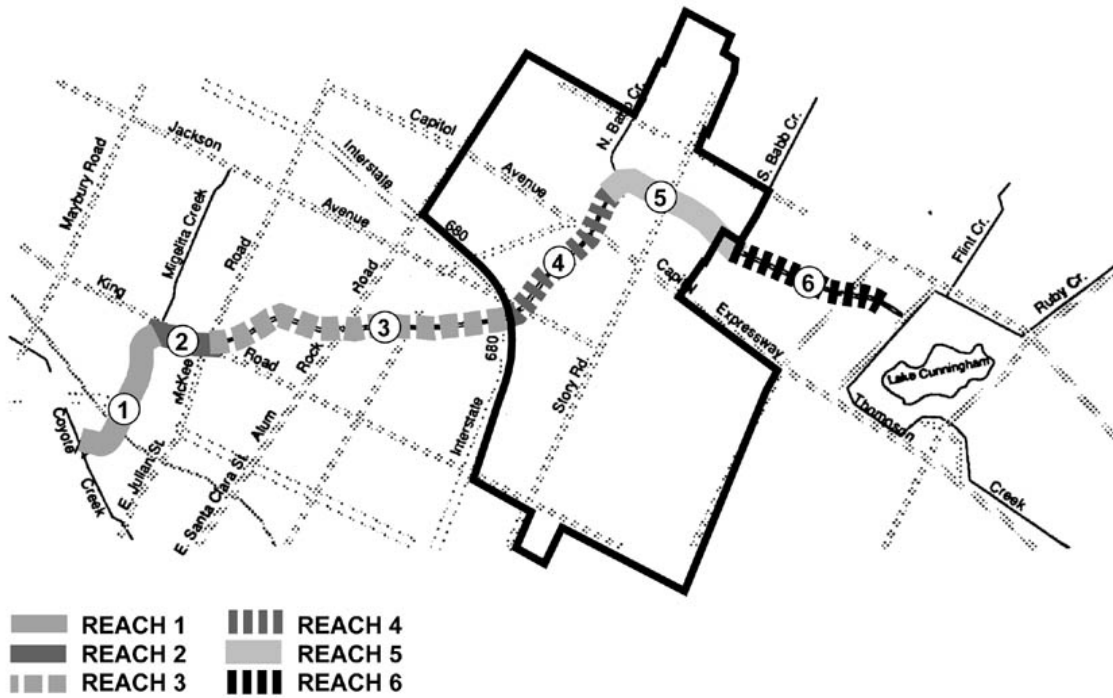


Figure 8: Santa Clara Valley Water District Proposed Improvements to Lower Silver Creek.

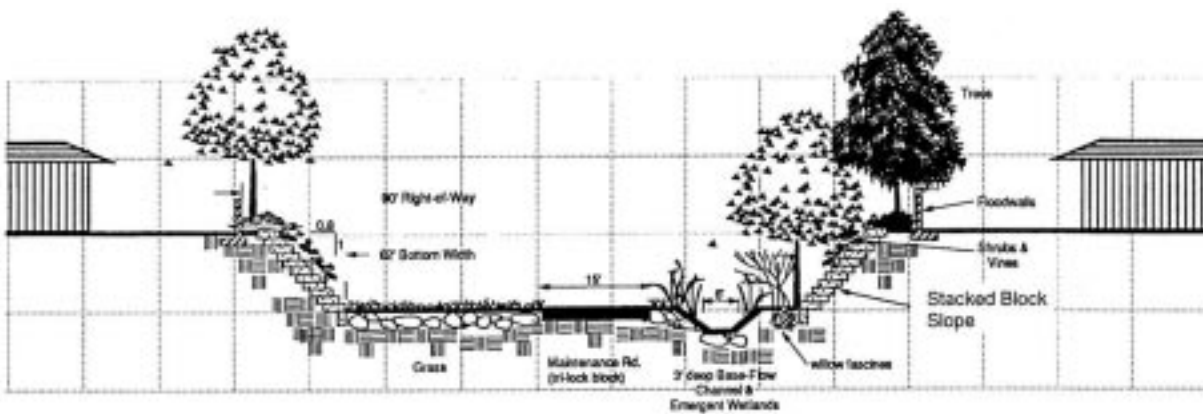


Figure 9: Cross-section of Proposed Creek Improvements in Reach 5 of Lower Silver

### H. Community Appearance/Blight

Many property owners and tenants in the East Valley/680 Communities take pride in the neighborhood and work to maintain the appearance of their properties and of the area in general. However, individual cases of poor property maintenance detract from the quality of the neighborhood as a whole. Excessive garbage, illegal dumping, graffiti, and abandoned vehicles are common throughout the East Valley/680 Communities area and degrade the general appearance of the area.

#### 1. *Litter*

Litter and illegal dumping are a consistent problem in East Valley/680 Communities, particularly in areas that are sheltered from constant observation, such as the banks of Lower Silver Creek, the areas around the Sunset Avenue Pedestrian Bridge, Interstate 680, major arterials and the Transmission Line Alignment. Large items, including furniture and appliances are frequently dumped in these areas and on vacant lots. General littering is also a common occurrence in the area.

#### 2. *Street Sweeping*

Another issue of concern to the community is the effectiveness of the current City street sweeping program. Residential streets in the East Valley/680 Communities SNI neighborhood, except for the unincorporated area in the Lyndale and National Hispanic University neighborhoods, are swept once a month. There is no regularly

scheduled street sweeping program for the unincorporated area administered by the County. The County's Roads and Airports, Road Maintenance Division conducts street sweeping once a year, in the fall, if necessary for drainage maintenance.

In the City, residents are encouraged to move their cars on street sweeping days on a voluntary basis. The City's Department of Transportation (DOT) mails a calendar of the street sweeping schedule to each property owner once a year, but there are no signs posted to remind residents to move their cars and no penalties are incurred for parking on the street during sweeping hours. A high number of vehicles parked on the street during the sweeping hours precludes effective sweeping by blocking access to the gutter where debris and organic materials can accumulate.

#### 3. *Graffiti*

Graffiti or "tagging" occurs throughout the East Valley/680 Communities, especially on fences and commercial buildings, in particular in areas that are sheltered from constant observation. Graffiti is often associated with gang activity in the area. The City and the County administer Anti-Graffiti programs further described in Chapter 4 with the goal of removing graffiti.

#### 4. *Abandoned Vehicles*

Throughout East Valley/680 Communities, residents have complained about abandoned or inoperable vehicles that are parked on the streets, on front lawns, or in shopping area parking lots



during off-hours. This negatively impacts the overall appearance of the area and contributes to on-street parking problems. The Meryvn's and Mi Pueblo parking lots were also noted as areas where automotive repair work is conducted in the public right-of-way. Ongoing work on private vehicles and illegal automotive repair businesses operating in the streets or on residential properties diminish the residential character of the community and are often in violation of City codes.

#### 5. *Commercial Building Facades*

The appearance of many storefronts in the East Valley/680 Communities area could be improved. Improvements to commercial facades can help to create unity along a street and improve the overall visual quality of the street. They can also make a business more attractive to residents and visitors alike, which benefits the business owner.

The City's Redevelopment Agency has assisted business owners along Story Road with facade improvements in the last several years. Notable examples include Rosy's Fish City, El Pollo Rico, La Ostioneria, Chopstix, Shakey's Restaurant, and King's Burger House.

#### I. **Parks and Recreation and Other Community Facilities**

There are a number of parks, recreation and community facilities in East Valley/680 Communities. These are shown in Figure 10 on the following page.

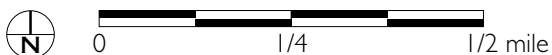
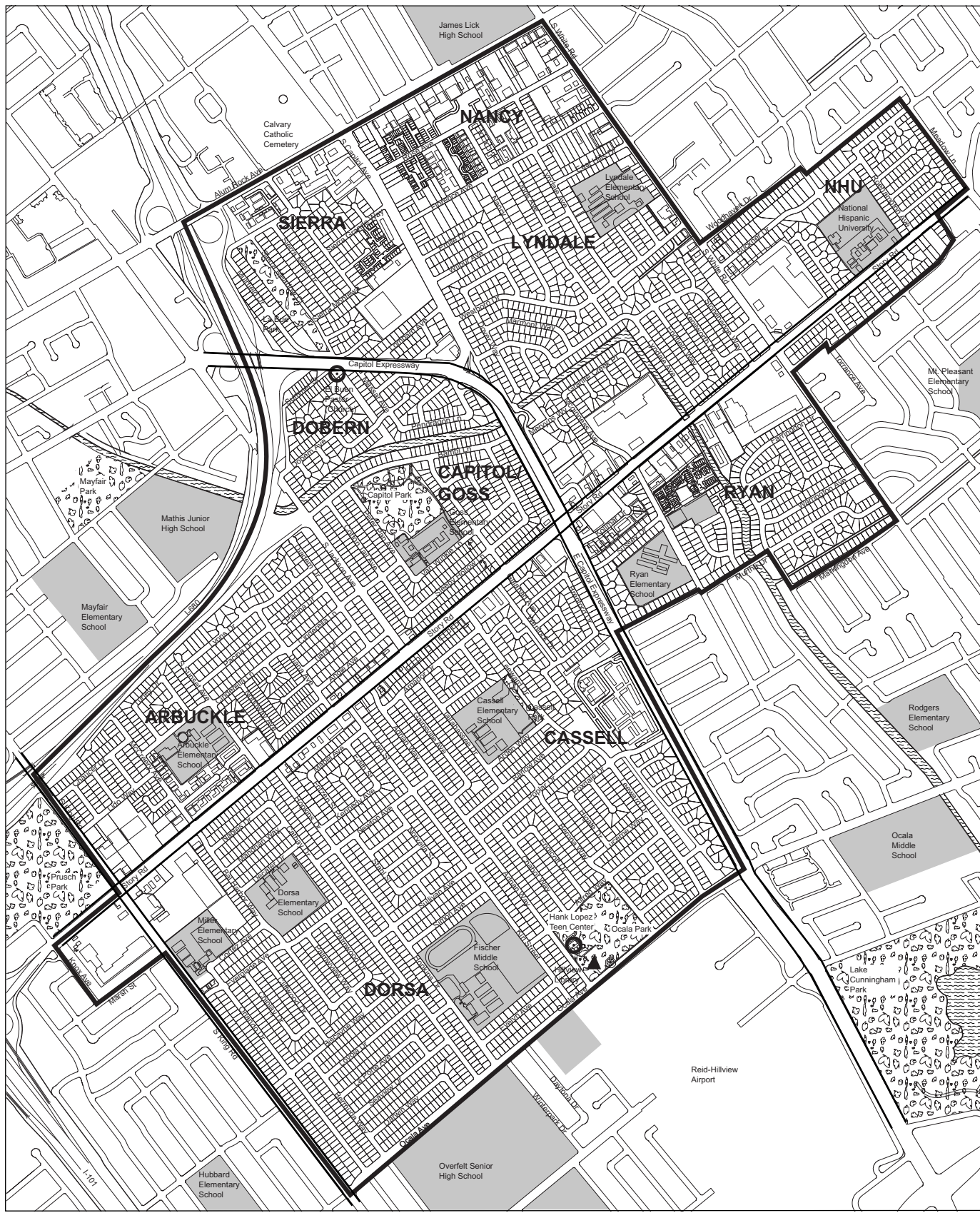
There are 5 neighborhood parks in the area, including Cassell, Capitol, Ocala/Hillview, Lo Bue, and Our Park. A wide range of outdoor recreational facilities is available at many neighborhood parks, including, but not limited to: basketball, handball, tennis, soccer, volleyball courts, exercise courses, various athletic fields and



*King's Burger House*



*Chopstix Restaurant*



**FIGURE 10**

- Study Area Boundary**
- Schools**
- Parks**
- Community Centers / Churches**
- Libraries**

## PARKS AND COMMUNITY FACILITIES

**STRONG NEIGHBORHOODS INITIATIVE**

EAST VALLEY / 680 COMMUNITIES NEIGHBORHOOD IMPROVEMENT PLAN

picnic areas. Cassell Park includes two picnic areas, two barbeque areas and one playground. Capitol Park includes eighteen picnic areas, seven barbeque areas, two playgrounds, one basketball court, two tennis courts, a baseball diamond, a soccer field and public restrooms. Ocala/Hillview Park has nine picnic areas, four barbeque areas, one playground, one basketball court, a baseball diamond and public restrooms. Our Park, the smallest of the neighborhood parks, only has an open grass-covered area. Lo Bue Park, in the Sierra neighborhood, has a picnic area, a barbeque area, two playgrounds, one basketball half-court and a jogging area.

Just to the northwest of the East Valley/680 Communities area is another City park and sports complex, the Police Athletic League (PAL) Park/Sports Complex. The PAL Sports Complex, located at King Road and Highway 280, is jointly managed by the Parks Division and the Police Athletic League. It features lighted softball, baseball, football and soccer fields. A number of recreation programs, including softball, baseball, basketball, football, soccer, and martial arts, are offered for youths ages 7 to 18.

There are two regional parks near the East Valley/680 Communities area. Emma Prusch Park, just to the west, and Lake Cunningham Park, which is south of Ocala Avenue and east of the Reid-Hillview Airport.

The only City-operated community center in the East Valley/680 Communities area is the

Hank Lopez Teen and Senior Center. Hank Lopez Teen and Senior Center offers a variety of free and low-cost recreational and educational programs for youth and seniors at the Center and at schools in the area. Because of safety concerns of having a community center located adjacent to the Reid-Hillview Airport, there has been discussion of eventually relocating the community center. Some site on the Clyde Fischer Middle School property, located just to the northwest of where Hank Lopez is now, has been discussed as a potential site for the relocation of Hank Lopez.

There is one public library within East Valley/680 Communities, which is the Hillview Library, located on Ocala Avenue. The San Jose Public Library Branch Facilities Master Plan has identified a need to expand and improve its network of libraries. An expansion of the Hillview Library is planned in order to meet projected needs of the area's population. According to standards used by the San Jose Library System, Hillview's current size is only a quarter of the area needed to serve the area's population in the year 2000. Because expansion of the library would not be consistent with the Reid-Hillview County Airport's safety regulations, the Hillview library is currently in the process of identifying a new site in the area to relocate. It has tentatively identified a site at the Clyde Fisher Elementary school.

In addition, a brand new library branch is planned for the northeast portion of this East



Valley/680 Communities area. The City is working with the County to explore a joint facility that would build upon the existing County library at Rose and Capitol Avenues.

### **J. Existing Programs and Services**

There are a number of youth and senior programs available to the members of the East Valley/680 Communities that are offered by City and non-City organizations. City Programs in the East Valley/680 Communities SNI neighborhood are mainly offered through different divisions of the Parks, Recreation and Neighborhood Services (PRNS), including, the Recreation Division, the Youth Services Division, and the City's Office on Aging, and by the San Jose Public Library.

Non-City community programs available to members of the East Valley/680 Communities area are provided through the National Hispanic University, various community-based organizations, local school districts and the County of Santa Clara. The City of San Jose also offers a Homework Centers program where it provides grant funding to the organizations mentioned above to provide homework assistance, access to computers and related technology, tutoring and/or targeted skills training in a safe environment.

Related to housing affordability, an important resource for helping community residents achieve homeownership will be the new Neighborhood Housing Services of Silicon Valley. This non-profit organization will be located at the Mi Pueblo center on the northeast corner of Story and King. They will provide full-service lending and counseling services for would-be homeowners, advice and financial assistance in buying homes, assistance in assessing rehab/repair needs for owners, and more. This will be important resource to help low-income residents to begin building equity and financial independence through homeownership.